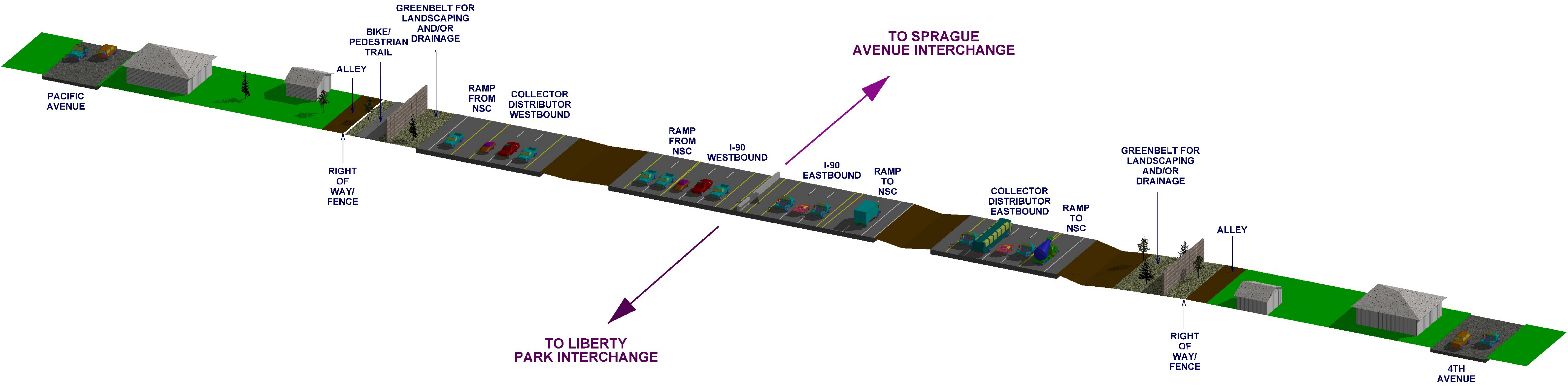
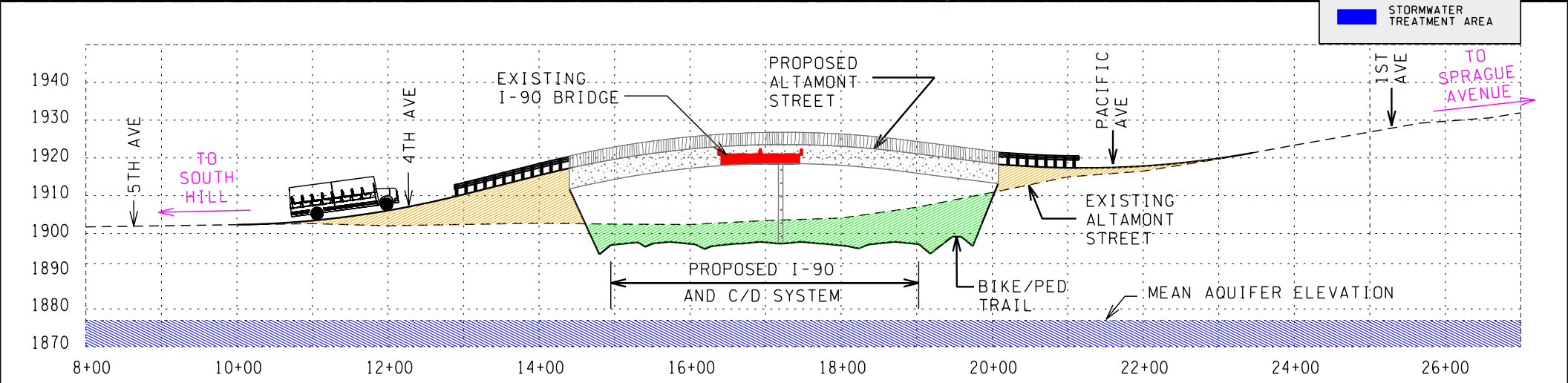
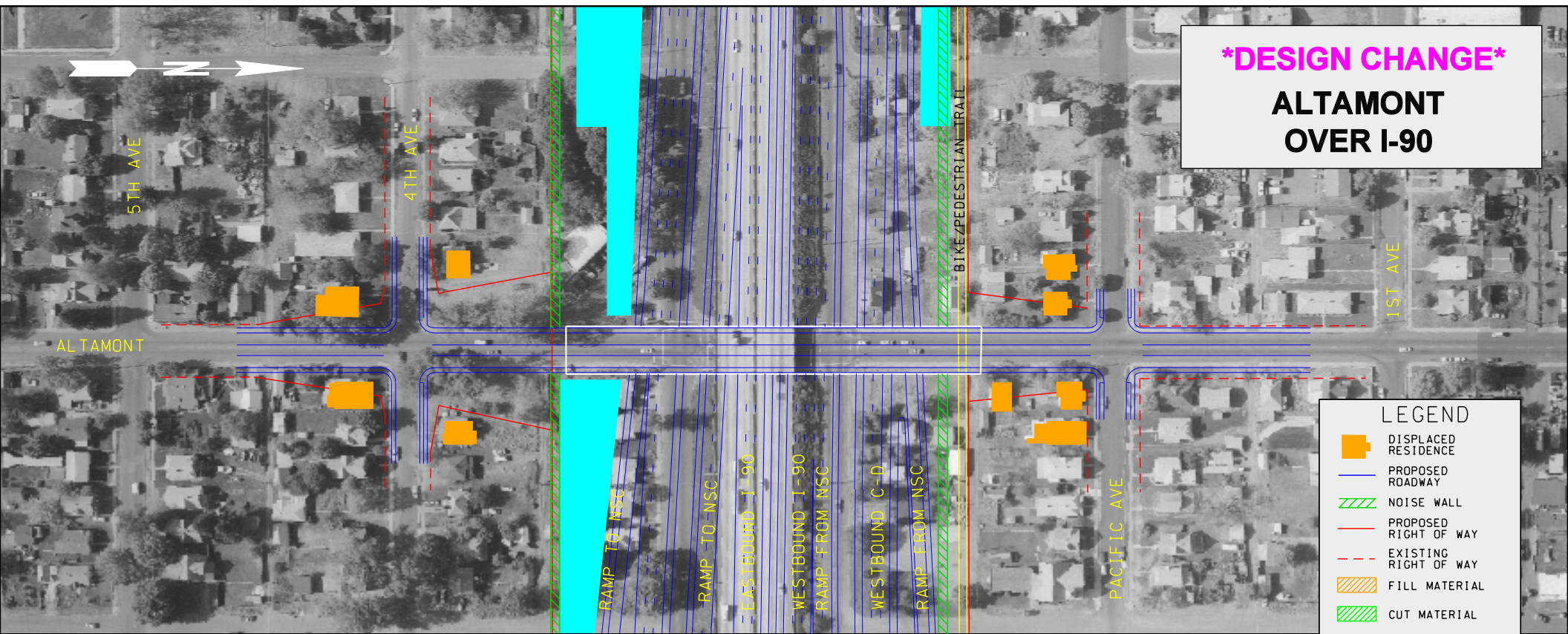


3D CROSS-SECTION AT ALTAMONT STREET





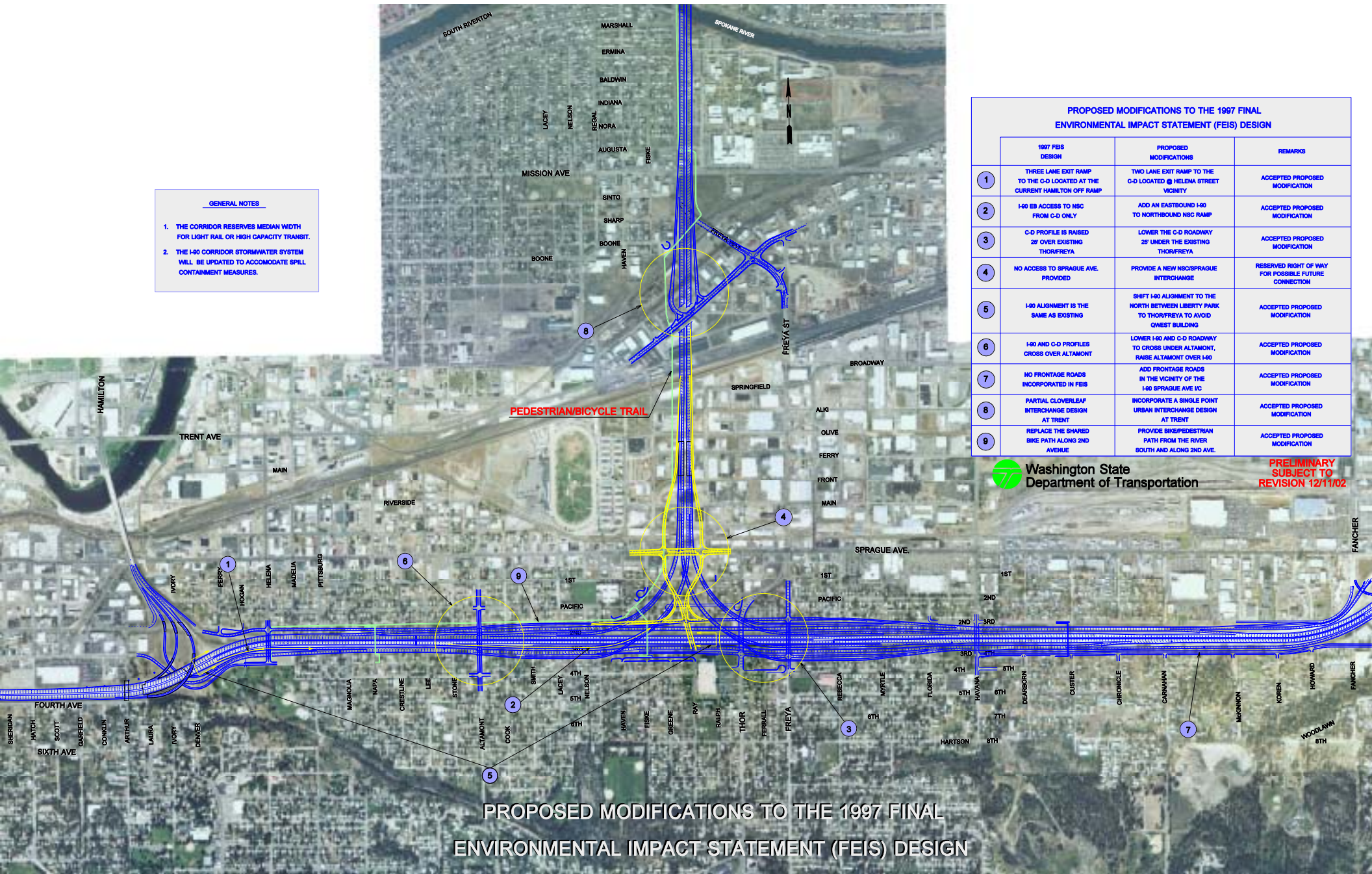
PRELIMINARY - SUBJECT TO REVISION 10-8-02

ELEVATION VIEW OF ALTAMONT

ALTAMONT ST. OVER I-90



- GENERAL NOTES
1. THE CORRIDOR RESERVES MEDIAN WIDTH FOR LIGHT RAIL OR HIGH CAPACITY TRANSIT.
 2. THE I-40 CORRIDOR STORMWATER SYSTEM WILL BE UPDATED TO ACCOMMODATE SPILL CONTAINMENT MEASURES.



PROPOSED MODIFICATIONS TO THE 1997 FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS) DESIGN			
	1997 FEIS DESIGN	PROPOSED MODIFICATIONS	REMARKS
1	THREE LANE EXIT RAMP TO THE C-D LOCATED AT THE CURRENT HAMILTON OFF RAMP	TWO LANE EXIT RAMP TO THE C-D LOCATED @ HELENA STREET VICINITY	ACCEPTED PROPOSED MODIFICATION
2	I-40 EB ACCESS TO NSC FROM C-D ONLY	ADD AN EASTBOUND I-40 TO NORTHBOUND NSC RAMP	ACCEPTED PROPOSED MODIFICATION
3	C-D PROFILE IS RAISED 28' OVER EXISTING THOR/FREYA	LOWER THE C-D ROADWAY 28' UNDER THE EXISTING THOR/FREYA	ACCEPTED PROPOSED MODIFICATION
4	NO ACCESS TO SPRAGUE AVE. PROVIDED	PROVIDE A NEW NSC/SPRAGUE INTERCHANGE	RESERVED RIGHT OF WAY FOR POSSIBLE FUTURE CONNECTION
5	I-40 ALIGNMENT IS THE SAME AS EXISTING	SHIFT I-40 ALIGNMENT TO THE NORTH BETWEEN LIBERTY PARK TO THOR/FREYA TO AVOID QWEST BUILDING	ACCEPTED PROPOSED MODIFICATION
6	I-40 AND C-D PROFILES CROSS OVER ALTAMONT	LOWER I-40 AND C-D ROADWAY TO CROSS UNDER ALTAMONT, RAISE ALTAMONT OVER I-40	ACCEPTED PROPOSED MODIFICATION
7	NO FRONTAGE ROADS INCORPORATED IN FEIS	ADD FRONTAGE ROADS IN THE VICINITY OF THE I-40 SPRAGUE AVE IC	ACCEPTED PROPOSED MODIFICATION
8	PARTIAL CLOVERLEAF INTERCHANGE DESIGN AT TRENT	INCORPORATE A SINGLE POINT URBAN INTERCHANGE DESIGN AT TRENT	ACCEPTED PROPOSED MODIFICATION
9	REPLACE THE SHARED BIKE PATH ALONG 2ND AVENUE	PROVIDE BIKE/PEDESTRIAN PATH FROM THE RIVER SOUTH AND ALONG 2ND AVE.	ACCEPTED PROPOSED MODIFICATION



Washington State
Department of Transportation

PRELIMINARY
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PROPOSED MODIFICATIONS TO THE 1997 FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS) DESIGN

LEGEND

I-90 THROUGH LANES

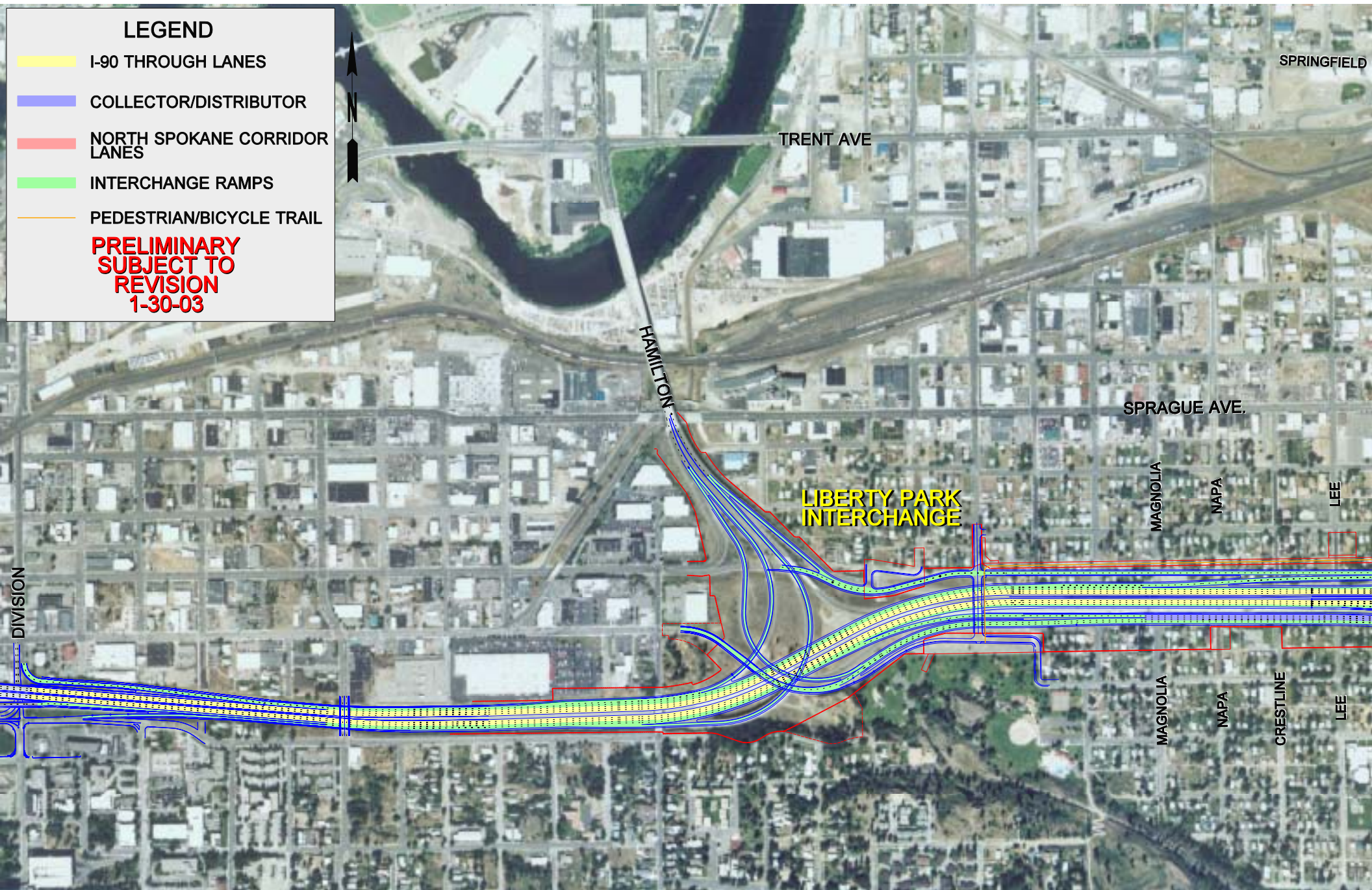
COLLECTOR/DISTRIBUTOR

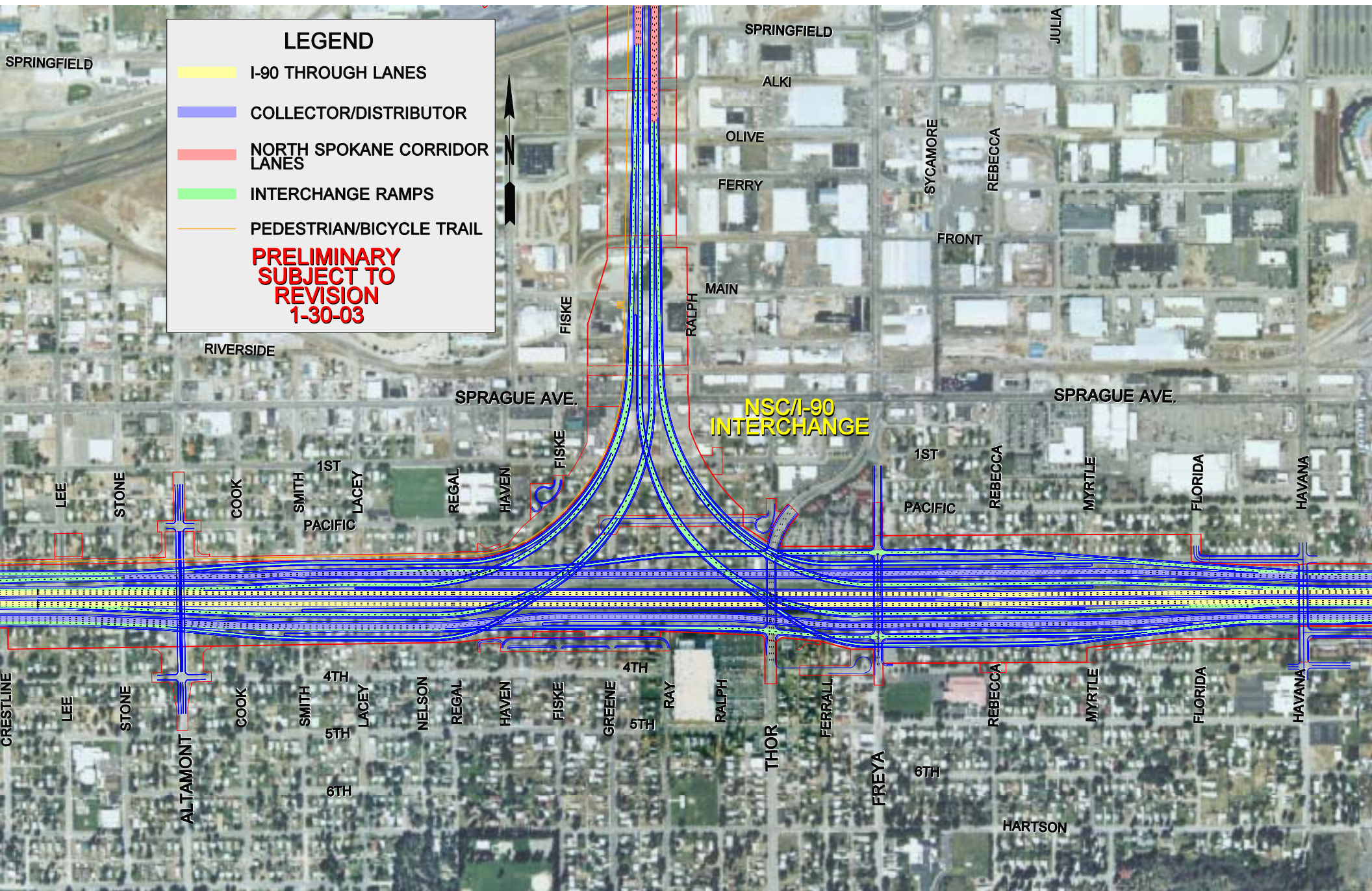
NORTH SPOKANE CORRIDOR
LANES

INTERCHANGE RAMP

PEDESTRIAN/BICYCLE TRAIL

**PRELIMINARY
SUBJECT TO
REVISION
1-30-03**



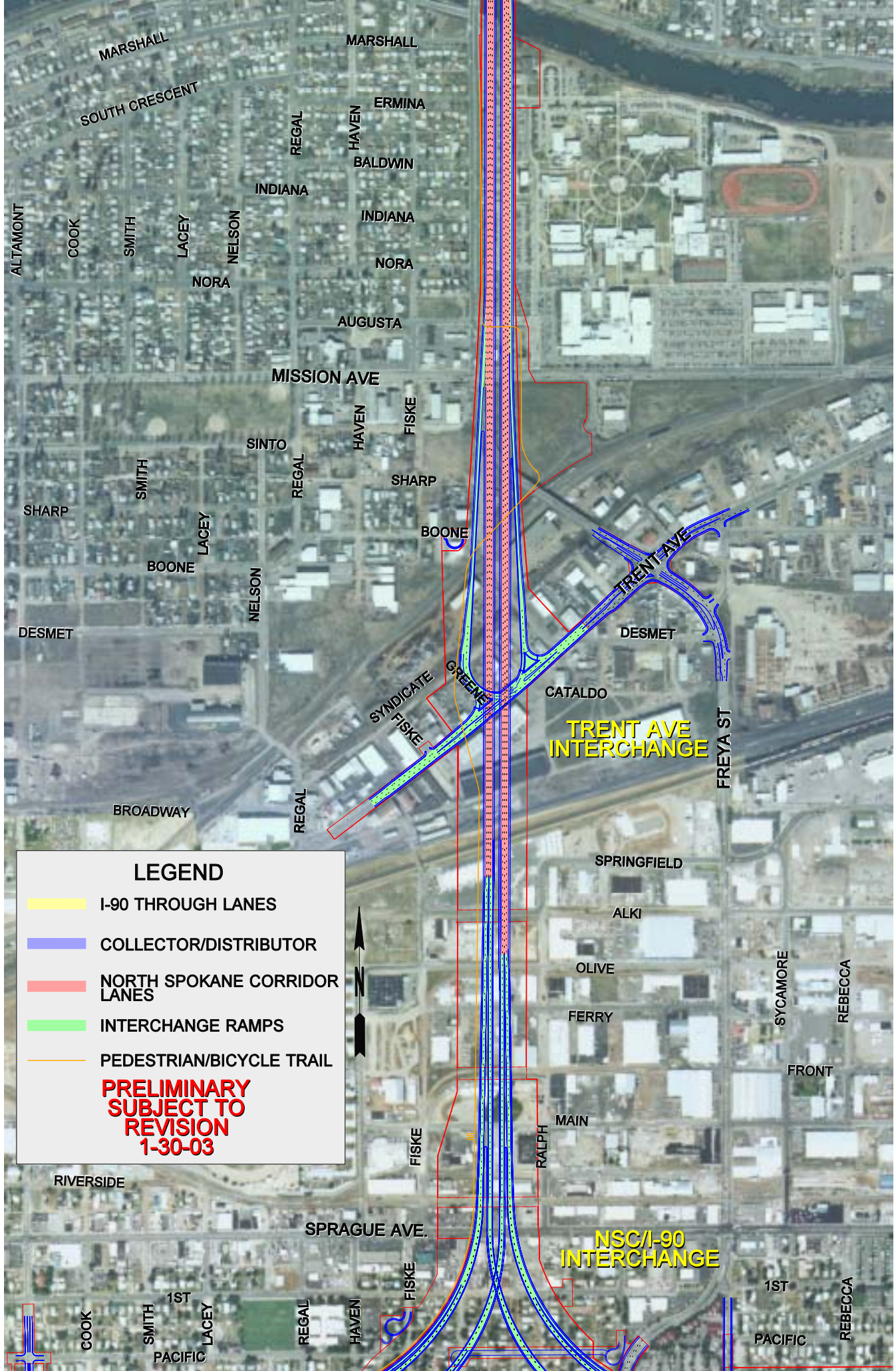


LEGEND

- I-90 THROUGH LANES
- COLLECTOR/DISTRIBUTOR
- NORTH SPOKANE CORRIDOR LANES
- INTERCHANGE RAMPS
- PEDESTRIAN/BICYCLE TRAIL

**PRELIMINARY
SUBJECT TO
REVISION
1-30-03**







Project Development Process

OVERALL CORRIDOR	SPOKANE RIVER TO WANDERMERE	LINCOLN ROAD TO HAWTHORNE ROAD	INTERSTATE 90 TO SPOKANE RIVER	
1991-1997	1998-2001	2001-2002	1999-2001	2001-2003
Final Environmental Impact Statement (FEIS)	Supplemental EIS, Limited Access Plans, Property Purchase and Construction	Lincoln Road to Hawthorne Road Realignment	Preliminary Design	Design/Access Plan and Environmental Reevaluation
<ul style="list-style-type: none"> Interdisciplinary Team (IDT) was appointed in February 1991 to help direct design and environmental studies Draft EIS Process <i>Open House – July 1991</i> <i>Open House – October 1992</i> <i>Formal Public Hearing – September 1995</i> Final Environmental Impact Statement (FEIS) <i>Approved – April 1997</i> Record of Decision <i>Approved – November 1997</i> 	<ul style="list-style-type: none"> Began Preliminary Design – <i>Summer 1998</i> Combined Design/Supplemental Environmental and Limited Access Hearing, <i>Held – June 29, 2000</i> Final Supplemental EIS <i>Approved – September 2000</i> Limited Access Plans <i>Approved – October 2000</i> Funds authorized for property purchase for first project (Hawthorne Road to US 2 Vicinity) – <i>May 2000</i> Develop Contract Plans for first project – <i>Fall 2000/Spring 2001</i> Construction on first project (Hawthorne Road to US 2 Vicinity) – <i>August 22, 2001 to September 2002</i> 	<ul style="list-style-type: none"> Began geotechnical investigation – <i>October 2000</i> Received draft geotechnical report indicating geologically unstable soil conditions – <i>May 2001</i> Held meeting with property owners to discuss realignment – <i>June 2001</i> Conducted additional geotechnical investigations – <i>Spring - Fall 2001</i> Developed preliminary Limited Access Plans and reviewed environmental documentation – <i>Summer 2001 - July 2002</i> Held meeting with property owners – <i>February 26, 2002</i> Held meeting with property owners – <i>July 11, 2002</i> Held Limited Access/Design Hearing – <i>July 18, 2002</i> Develop Findings and Order/Design Summary – <i>July/September 2002</i> Approval of Design and Limited Access Plans – <i>October 2002</i> Purchase property needed for Lincoln Road to Hawthorne Road Realignment – <i>2004 (Dependant on funding)</i> 	<ul style="list-style-type: none"> Began Preliminary Design <i>Summer 2000</i> Established Design Advisory Group, of City, County, State and Public Representatives to provide input on design alternatives for the North Spokane Corridor Project <i>October 2000 – November 2001</i> Open House for I-90, Chief Garry, and East Central Neighborhoods <i>September 25, 2001</i> Selection of Preliminary Preferred Alignment Refinements <i>October/November 2001</i> Open House to present Preliminary Preferred Alignment Refinements to public <i>November 20, 2001</i> Value Engineering Studies <ul style="list-style-type: none"> a) Sprague Avenue to Spokane River – <i>September 1999</i> b) Construction/Implementation of Facility – <i>January 2002</i> 	<ul style="list-style-type: none"> Evaluation of environmental impacts associated with Preliminary "Preferred Alternative" refinements <i>March 2001 – December 2002</i> Development of appropriate documentation under Federal Environmental Guidelines <i>June 2001 – December 2002</i> Continue to develop Preliminary Preferred Alternative <i>December 2001 – December 2002</i> Preliminary Final Design Open House – <i>October 15, 2002</i> Open House Prior to Design/Access Hearing – <i>January 2003 (Anticipated)</i> Design and Limited Access Hearing – <i>February 2003 (Anticipated)</i> Final Design and Access Changes made – <i>February-May 2003 (Anticipated)</i> Approval of Design and Limited Access Plans – <i>June/July 2003 (Anticipated)</i>



US 395 NORTH SPOKANE CORRIDOR CONSTRUCTION SEQUENCE

Section 1: Hawthorne to US 2

- > Project Length: 1.72 miles.
- > Paved Roadway: Construct a four lane divided highway to accommodate two Northbound and two Southbound lanes between Hawthorne and US 2.
- > Interchange Construction: Construct the Northbound on and Southbound off loop-ramps for the Parksmith Interchange. Construct the US 2 Interchange.
- > Construction Schedule: Start August 22, 2001.

Section 2: US 2 to US 395 Wandermere

- > Project Length: 1.71 miles.
- > Paved Roadway: Construct a four lane divided highway to accommodate two Northbound and two Southbound lanes between US 2 and US 395.
- > Interchange Construction: Construct the Wandermere and Farwell/US 2 Interchanges.
- > Realign the existing Shady Slope roadway to include modifications to US 2
- > Grading: From Gerlach to Hawthorne, constructing the North and South alignments to subgrade only.

Section 3: Spokane River to Francis

- > Project Length: 2.75 miles.
- > Realign the BNSF Railroad tracks at Illinois and between Garland and Francis.
- > Intersection Reconstruction: At the intersection of Market/ Greene & Illinois.
- > Existing Street Improvements: At Wellesley and Francis.

Section 4: Francis to Hawthorne

- > Project Length: 2.75 miles.
- > Paved Roadway: Construct a four lane divided highway to accommodate two Northbound and two Southbound lanes between Francis and Hawthorne.
- > Interchange Construction: Complete the Parksmith Interchange and construct the Northbound on and Southbound off ramps of the Freya Interchange.
- > Existing Street Improvements: Along Freya between Francis and Lincoln.
- > Grading: From the Spokane River to Gerlach, construct the North and South alignments to subgrade only.

Section 5: Trent Avenue to Francis

- > Project Length: 3.37 miles.
- > Paved Roadway: Construct a four lane viaduct on the corridor's East half, (Northbound lanes) to accommodate two Northbound and two Southbound lanes from Trent Ave. to the Spokane River. Construct a four lane divided highway on the corridor's East half, (Northbound lanes) to accommodate two Northbound and two Southbound lanes from the Spokane River to Garland. Construct a four lane divided highway, two Northbound and two Southbound lanes from Garland to Francis.
- > Interchange Construction: Complete both the Wellesley and Freya Interchanges. Construct the Northbound on ramp for the Trent Ave. Interchange

Section 6: I-90 to Trent Ave.

- > Project Length: 0.85 miles.
- > Paved Roadway: Construct a four lane viaduct on the corridor's East half, (Northbound lanes) to accommodate two Northbound and two Southbound lanes from Main to Trent Ave.
- > Interchange Construction: Construct the Southbound off ramp for the Trent Ave. Interchange.

Section 7: Collector/Distributor System

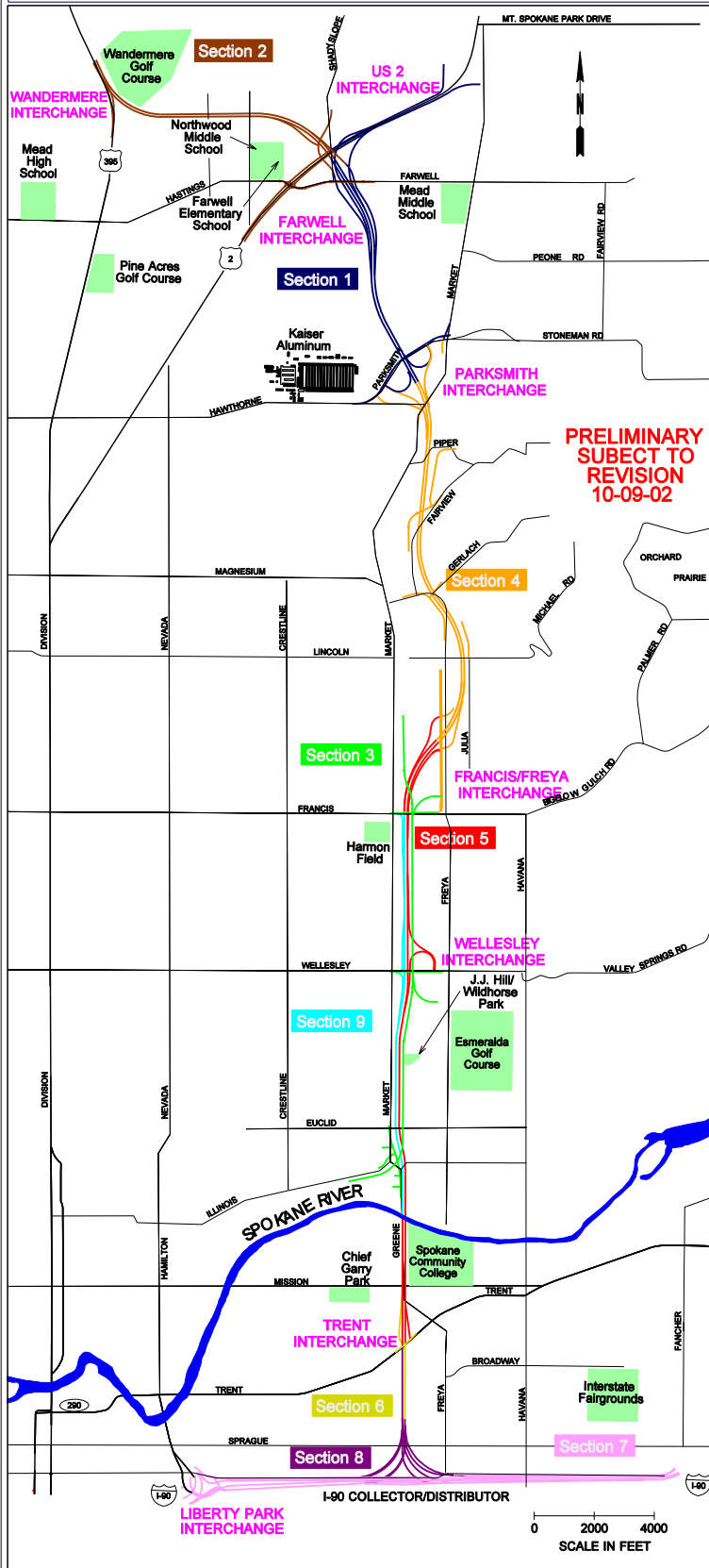
- > Project Length: 3.32 miles.
- > Paved Roadway: Construct the Collector/Distributor System along I-90 between the Liberty Park Interchange and the Sprague Ave. Interchange. This work includes local access improvements and the construction of an overcrossing for the future Thor/Freya Couplet.

Section 8: I-90 to the Spokane River Access Connection

- > Project Length: 1.66 miles.
- > Paved Roadway: Construct a four lane viaduct on the corridor's West half, (Southbound lanes) to accommodate Southbound traffic from Main to the Spokane River. This work will include local access improvements along Freya, from I-90 to Trent Ave.
- > Interchange Construction: Construct interchange ramp connections for the Collector/Distributor along I-90.

Section 9: Spokane River to US 2

- > Project Length: 7.03 miles.
- > Paved Roadway: Pave the corridors previously prepared subgrade, on the west half, (Southbound lanes) from the Spokane River to Francis. Also pave the General Purpose/ High Occupancy Vehicle Lanes from Spokane River to US 2.



Examples of Noise Walls Within Neighborhoods



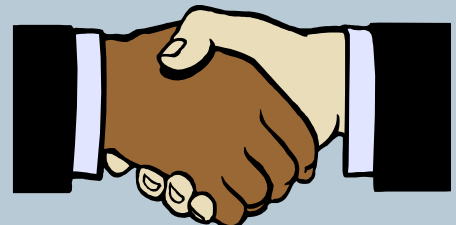
Real Estate Acquisition Summary

Engineering creates the right of way plan sheets that show the areas needed to build the highway project. Real Estate Services is charged with the responsibility to acquire the needed property and assure the acquisitions are accomplished within the law. Eminent domain laws require the government to pay just compensation for the property needed for public uses. The steps in the acquisition process are as follows:

- ◆ Real estate appraisers will determine the market value of the property. The appraiser will:
 - *Contact you for a joint inspection.*
 - *Research sales of similar property in the market area.*
 - *Value the property before and after the project.*
 - *Determine the damages, cost to cure items, or special benefits (increase in value due to the project).*
 - *Some parcels with minor acquisitions will be valued administratively using the appraiser's sales research. You have the right to request an appraisal on this administrative value.*
- ◆ A review appraiser checks the appraiser's work and issues a 'Determination of Value' which is the just compensation that will be offered to you.
- ◆ An Acquisition Agent will contact you with the offer to purchase. You will be informed whether an appraisal or an administrative value is being used. The Acquisition Agent will:
 - *Explain the project and its impacts to your property.*
 - *Explain your rights under the Eminent Domain laws.*
 - *Listen to your concerns and, if necessary, convey them to engineering or appraisal for review.*
 - *Discuss the acquisition with your professional advisors (appraisers, real estate agents, lawyers, etc.).*
 - *Provide all the documents necessary to acquire the property for the project.*
 - *Submit the signed documents to headquarters for payment processing.*
Payments are processed within 45 days of signature.
 - *If the Acquisition Agent is unable to reach an agreement with you, we refer the acquisition to the Attorney General to begin condemnation proceedings.*
Condemnation is a legal action to acquire the property needed for the project after the state has been unsuccessful in reaching agreement with the property owner.
- ◆ If a residence or business is acquired by the state, you or your tenant may be entitled to relocation entitlements. A relocation agent will:
 - *Explain the relocation entitlements available to you under eminent domain laws.*
 - *Assist you in locating replacement housing.*
 - *Assist you in the move of your personal property.*
 - *Assist your business in re-establishing at its new location.*
 - *Assist tenants in locating replacement housing.*

Three brochures, **Transportation Property Needs and You**, **Residential Relocation Assistance Program**, and **Business Relocation Assistance Program** are published by the Department of Transportation. These booklets provide more detail into the acquisition and relocation processes. You may request a copy by contacting:

Washington State Department of Transportation
Eastern Region Real Estate Services
2714 North Mayfair Street
Spokane WA 99207
(509) 324-6286



Washington State Department of Transportation